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CENTRAL INTELLIGENCE AGENCY

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review of the transportation situation in September 1959. The report includes information on the following topics:

- a. Soviet Bloc: New rail rates for traffic with the countries of the OSShD (Organization for Cooperation of Socialist Railways); postponement of the Oder-Danube Canal.
- b. USSR: Organization of the new Moscow railroad management; shipments of containers to be increased by 1965; additional trackage to be constructed; electrification of rail lines; mobile installation for supplying fuel to diesel locomotives; series production of a 95-ton tipper; new 105-ton railroad car for goods particularly excessive in height; six-axle tank cars with 90-ton loading capacity to be constructed; improvement of Moscow-Leningrad highway; new sections of highways put into service; new pipeline put into service.
- c. East Germany: Replacement of State Secretary of the Deutsche Reichsbahn Fritz Szczepecki by former locomotive driver Helmut Scholz; tendency to fill leading cadre positions of the traffic sector with members of the young socialist professional group; central plan for development of cadres prior to 1965; publishing agency for traffic affairs; strained operational situation of the East German railroads at the beginning of the fall peak of traffic; rise of military requirements of the railroads to seasonally normal level during the second half of the month; unusually slow shuttle movement for fall personnel exchange; volume of military rail border traffic comparatively small; unidentified return shipments of troops and equipment from the northern part of East Germany since 18 August 1959; large coal stocks available to the railroads; development of the four brigade system accelerated; gauge-changing wheel sets made available for test trips to the USSR; plans to develop a universal locomotive grate for all types of coal; possible change of railroad electrification system from 16 2/3 Hz to 50 Hz.;

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connecting lines for NVA installations in Trossenhausen und Gummritz; motor vehicle traffic in East Berlin; "Truck of Good Deeds" for the 10th anniversary of East Germany; plans to start construction of the North-South Canal in spite of objections by the railroads.

d. Roland: Traffic performances by all public means of transportation during the first half of 1959; electrification of the Krakow-Nowa Huta rail line section.

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Monthly Situation Report of September 1959SummaryI. General

Introduction of new international rates for passenger and freight traffic within the countries of the OSShD (Organization for the Operation of Railroads).

Sceptic view taken by the countries connected with the Oder-Danube Canal project because of extremely high costs. Should, as a result of Soviet urging, the project be carried out, construction is not to be started in the next five or six years.

II. USSR.

- Organization of the new Moscow Railroad Management.
- Shipments of containers to be increased 100 percent by 1965.
- In addition to the 123,000 track kilometers of the railroad net of the Ministry for Traffic, another 85,000 kilometers of trackage available in the USSR.
- Polunochnoje - Narykary line to be constructed during the Seven Years Plan.
- Railroad connection between USSR and North Corea via Tumangan River opened.
- Four railroad sections electrified.
- New electric suburban train "RSS" with maximum speed of 110 km/H.
- Mobile installation supplies fuel to diesel locomotives.
- Series production of a 95-ton tipper.
- New 105-ton railroad car for goods particularly excessive in height.
- Six-axle tank cars with 90-ton loading capacity to be constructed.
- Improvement of Moscow - Leningrad highway completed.
- A 130 kilometer long section of the Ryasan motorroad put into service.
- A total of 300 kilometers of new motorroads completed in Kazakhstan.
- "Ob-Basin" near Novozibirsk filled.
- New pipe line Tatarskaya - Sokur in operation.

III. East Germany.

- State Secretary of Deutsche Reichsbahn Szczepenki superseded by former locomotive engineer Helmut Scholz
- Growing tendency to fill leading cadre positions of the traffic sector with members of the "young socialist intelligentsia".
- Central plan drafted for the development of cadres prior to 1965.
- Publishing agency for traffic affairs, to be founded in 1960, is to compile all bibliography.
- Very strained operational situation of the Deutsche Reichsbahn at the beginning of fall peak traffic.
- Military requirements of the Deutsche Reichsbahn rose to seasonally normal level only at initiation of fall maneuvers during second half of the month.

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- Shuttle movement for fall personnel exchange so far slow.
- Volume of military railborder traffic comparatively small.
- Unidentified return shipments of troops and equipment from northern part of the GDR since 18 August.
- No special features in economic railborder traffic.
- Considerable coal stocks available to the Deutsche Reichsbahn.
- Development of Four Brigade System accelerated.
- Gauge-changing wheel sets of Kramer/Necke type made available for test trips to the USSR. Fast train with gauge-changing wheel sets left Berlin for Moscow on 9 September mainly for publicity reasons.
- Technische Zentralamt (central technical office) of the Reichsbahn to develop a universal locomotive grate for all types of coal.
- Possible change of Reichsbahn electrification system from 16 2/3 Hz to 50 Hz.
- Connecting lines for NVA objects Trennenhagen and Gummritz.
- Organization of motor vehicle traffic in East Berlin.
- "Truck of Good Deeds" for the 10th anniversary of the GDR.
- Construction of North-South Canal presumably to be started in 1960, despite Reichsbahn objections.

IV. Poland

- Traffic performances by all public means of transportation during first half of 1959.
- Krakow - Nowa Huta section electrified.

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I. General**1. OSShD**

- a. The Einheitliche Transittarif (uniform rates for transit traffic) (ETT) of OSShD railroads is completely being revised. Despite various amendments and supplements to the ETT which was introduced in 1951, there was not enough differentiation made for the increased railroad freight traffic of the member countries.
- b. The improved Einheitliche internationale Personen-, Gepäck-und Expressguttarif (uniform and international rates for the transportation of passengers, luggage, and special delivery goods) (EMPT), as approved by the Ministers' Conference of the OSShD, is to come into effect on 1 January 1960. - See Monthly Situation Report of May 1959.

2. Oder-Danube Canal

No resolution was taken on the construction of the Oder-Danube Canal. Within COMECON, the Power Commission is responsible for designing the project. The construction of the canal is urged by the USSR, though Czechoslovakia, Poland and the GDR fear the high costs of the project and would rather reject it. The three countries have agreed upon unanimously turning down the plan at COMECON. In case the USSR should insist on the construction of the canal, it is not expected to be started within the next five or six years.

In connection with the planned Oder-Danube Canal, the USSR has also asked to improve the Oder River shipping capacity for the use of 2,000-ton ships, a plan against which Poland, the GDR and Czechoslovakia are also determined to protest. In their opinion, a regulation of the Oder River for 1,000-ton ships and the construction of some dams would be sufficient and more suitable.

II. USSR.**1. Railroad Transportation.****a. Organization**

According to a decision of the Ministerial Council made on 13 July 1959, Railroad Division Districts for Moscow Ring Train and Moscow Ryazan were incorporated into Railroad Division District Moscow-Kursk-Donets Basin which has been named Railroad Division District (RDD) Moscow. The railroad net of the new RDD includes 5,700 track kilometers. The RDD controls a total of

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14 subdivisions, 42 section divisions, 30 signal and telecommunication divisions, 57 locomotive pools and 29 car depots, and 650 railroad stations.

b. Organization and Traffic.

The volume of container shipments is to be increased by 100 percent during the Seven Years Plan. The total of 14.2 million tons of LCLs shipped in multi-purpose containers of the Ministry for Traffic in 1958, is to be increased to 28 or 30 million tons by 1965. About 45 percent of all LCLs will then be shipped in containers.

c. Railroad Net.

- (1) On occasion of the Day of the Railroadworker, the "Gudok" periodical published a report stating that the total length of the Soviet railroad lines was 208,000 kilometers. About 123,000 of these track kilometers are controlled by the Ministry for Traffic, while 85,000 belong to industry railroads.
- (2) The long ago planned construction of the Polunochnoye - Narykary line which is to connect the Ural and the Ob River, is to be carried out during the Seven Years Plan. The project is being determined by four surveying teams.

d. Railroad Connection between USSR and North Corea.

After the completion of a "Bridge of Friendship" across the Tumangan (Tumen) border river, direct railroad traffic has been opened between the USSR and North Corea on 7 August.

e. Electrification.

Prior to late August, the following sections were electrified:

Riga - Ogre (on Riga - Krustpils line)
 Mozhaisk - Borodino (in Moscow suburban area)
 Zima - Cherekhovo (on Omsk - Irkutsk line)
 Vaskeovo - Zosnovo (on Leningrad - Elisenwaara line)

f. Locomotives.

- i. Test runs of the new 10-unit electric "RSSs" train for suburban traffic were terminated. The train consists of five rail motor-cars and five cars. Its maximum speed is 110 km/h.
- ii. The Main Administration for Locomotives developed a mobile installation for speedy supply of diesel locomotives outside the depots. The installation which consists of five railroad cars including one tank car, is operated by three men. Resupply of the locomotive with fuel, sand, oil etc. after 500 kilometers takes about 20 to 25 minutes.

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g. Railroad Cars.

- i. The Königsberg (Kaliningrad) Plant for Railroad Cars has started series production of a six-axle all-metal hopper with a loading capacity of 95 tons. This type of car is designed to ship coal, ore and stones. Unloading is possible from two sides and takes about two to three minutes. Prior to late 1959, some 100 units are to be constructed.
- ii. The Lugansk Plant for the Construction of diesel locomotives has constructed a 105-ton flat-bed car with four two-axle pivot mountings. The car is equipped with a special shaft for the transportation of goods excessive in height.
- iii. The Zhdanov Plant for the Construction of Heavy Machines which for the time being constructs four-axle tank cars with 60-ton loading capacity, intends to develop a six-axle 90-ton car.

2. Road Transportation.

- a. Since 1946, the motorroad between Moscow and Leningrad has been improved to meet modern traffic requirements. The surface of 467 road kilometers is asphalt-concreted and a total of 205 road kilometers is cement-concreted. Along the road, a total of 25 road maintenance buildings was constructed.
- b. The 103 kilometers long Ryazan - Klepiki - Tuma section of the 600 kilometers long "Large Ring of Ryazan" has been put into service.
- c. Prior to the beginning of harvesting in Kazakhstan, about 300 kilometers of motorroads were completed.

3. Inland Shipping.

The basin of the water-power plant at Novozibirsk has been filled. The Ob-Lake has thus reached a length of 200 kilometers and a width of up to 25 kilometers.

4. Pipe Lines.

In mid-August, the pipe line between Tatarskaya and Sekur was put into operation. The about 500 kilometers long line is a section of the planned Omsk - Irkutsk Oil Magistrale and is to relieve railroad traffic on the Omsk - Novozibirsk line considerably.

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III. East Germany.

1. General.

a. Personnel Situation.

- i. Fritz Szczepencki, State Secretary of the Deutsche Reichsbahn, was released from his post. He is to be succeeded by former Locomotive Engineer Helmut Scholz, whose last job was that of plant director at RAW Meiningen and GDR delegate at the OSShD in Warsaw.

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- ii. The reorganization of the leading cadres of the traffic sector is making progress. Technical intellectuals are gradually being pushed out of their leading positions by young SED members who graduated at the College for Traffic in Dresden or at Soviet colleges. These measures are supported by a press campaign which calls for "Patronage of the Young Socialist Intelligentsia".

- iii. The Ministry for Traffic drafted a "Central Plan for the Development of Cadres" which is to remedy the poor personnel situation and to control employment prior to 1965. The following measures were given priority:

- (a) Training of multi-purpose specialists
- (b) Correspondence courses and evening classes
- (c) Educational centres at factories
- (d) New training system based on the Four Brigade System
- (e) Recourse to house-wife reserve

b. Foundation of a Publishing Agency for Traffic Affairs.

In 1960, a publishing agency for traffic affairs which will be controlled by the Ministry for Traffic is to be established to publish all pertinent periodicals, books and other papers. So far, various firms had made these publications; only the "Fahrt frei" magazine had been issued by the Ministry for Traffic.

2. Railroad Transportation.

a. Operation and Traffic.

- i. Owing to continued maximum employment of men and material, fall peak traffic was at first faced with great difficulties. The number of the preceding relief shipments had been too poor, the fulfillment status of the transportation plan was unsatisfactory.

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Overplan employment of cars in operation made it difficult for RBDs to comply with car requirements. The shipping agencies could not get accustomed to continuous day and night loadings despite the prohibitive demurrage charges. The succession of trains as scheduled by the new sectional timetable could not be observed, a fact which caused considerable delays and operational disturbances. The number of damaged goods increased to an unwarrantable extent. The number of operational disturbances of trains, caused by lack of steam, rail-breakages, signal disturbances etc., was still very high.

ii. Military requirements were not very extensive during the first half of the month, but increased to the seasonal normal level on the commencement of fall maneuvers during the second decade. As in preceding years, the Reichsbahn had to make available a total of 25 shuttle trains for fall exchange of personnel which started unusually early, though slowly, on 18 August. As a rule, the shuttle trains consisted of 57 cars

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iii. Railborder Traffic.

(a) Military railborder traffic was not as intensive as it was expected to be, after the shuttle train movement had started. After an interval of 14 days, five outgoing shuttles, four of them loaded, were noted on 27 and 28 September. Prior to 28 September, a total of three loaded incoming and seven loaded outgoing shuttles were observed; nine empty shuttles were dispatched to the USSR.

It is worth noting, that a considerable amount of return shipments of troops and equipment has been under way from the northern part of the GDR since 18 August 1959. They were at first taken as preliminary shuttle movement similar to that of 1957. According to some other information, there is reason to believe that at least one of the return shipments conveyed missile units from the GDR.

(b) In July 1959, a total of 22 supply and 12 return shipments were noted.

(c) No special features were observed in economic railborder traffic.

The intense empty grain shuttle to the East was indicative of increased grain supplies from the USSR.

Crude oil supplies by rail from the USSR and Austria, and uranium export from the Saxonian mining district to the USSR were on the normal level.

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The following cargo arrived in Wismar Harbor during the last months:

- In June: 2 tankers with about 30,000 tons of crude oil
- In July: 7 tankers with about 85,000 tons of crude oil and 1 tanker each with diesel oil, gasoline and fuel oil
- In August: 4 tankers with about 50,000 tons of crude oil
2 tankers with about 20,000 tons of gasoline
1 tanker with about 15,000 tons of diesel oil

iv. Coal stocks of the Deutsche Reichsbahn continued to be considerably large. No information has as yet been available on the amount of stock.

b. Development of Four Brigade System.

The Four Brigade System which is to provide for uninterrupted 24-hour operation has been, or is in the process of being introduced in the following departments of the Reichsbahn:

- a. Dispatcher Service
- b. Stationary Service
- c. Repair plants (RAW, Bw, Bww)
- d. Train escorting service
- e. Line maintenance service
- f. Training

c. Rolling Stock.

i. Gauge Changing Wheel Set

Test runs with the type Kramer/Necke gauge changing wheel sets were discontinued in early August and were resumed after the wheel sets had been overhauled at Fahrzeugversuchsanstalt (vehicle testing installation) Halle. The number of hot-runs has decreased. In early September, the wheel sets were made available for test runs to the USSR. Long-distance tests are to be carried out on 3,000 track kilometers.

On the Brest-Litovsk line, German engineers and technicians constructed a gauge-changing installation similar to the one completed in Schmachtenhagen near Oranienburg this year. The much heralded test run of a fast train with gauge changing wheel sets to the USSR on 9 September was mainly a matter of propaganda. Contrary to

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the announcement of Minister Kramer, eight passenger cars, carrying a small number of passengers, were used on this trip, instead of 20 four-axle freight cars.-See Monthly Situation Report of January 1959.- The main difficulty in the solution of the problem is still to attain uninterrupted operation of cars no matter if loaded or not. Gauge-changing wheel sets of empty cars, have already given satisfactory results over a period of a year. The abovementioned passenger cars are roughly of the same weight as empty freight cars. Running disturbances occur on loaded cars only.

According to an article of Prof. Grevesmühl issued in the "Deutsche Eisenbahntechnik" periodical of July 1959, it will take some time until the gauge changing wheel set will meet all requirements and guarantee full operational security. Prof. Grevesmühl is one of the leading experts engaged in the development of the set.

ii. Multi-Purpose Locomotive Grate.

A working team of the Technische Zentralamt is to develop a multi-purpose locomotive grate suitable for all types of coal employed by the Reichsbahn. The grate is to eliminate all traction disturbances which are caused by lack of steam.

d. Railroad Improvement.

i. Electrification.

According to press reports, the Reichsbahn is studying the practicability and costs of an eventual modification of the electrification system to single-phase alternating current of 50 Hz/25 kV. On the initiation of electrification works in 1954, the Reichsbahn decided upon using the single-phase alternating current of 16 2/3 Hz (15 kV) as it is used by the railroads of the German Federal Republic. This was probably due to the fact that the electric-pre-war locomotives repurchased from the USSR were designed accordingly.

There is no obvious reason for the planned modification. It possibly has been taken into consideration with a view to future adjustment to the system of the OSShD countries. For the time being, the extensive planning is lacking a realistic basis.

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ii. NVA Objects.

A brigade of Komplexbauleitung (complex construction supervision) Pasewalk of the construction enterprise of the Reichsbahn is exclusively engaged in special tasks, predominantly for military objects. The connecting line to NVA Trossenhangen Airport has recently been completed. In late August, the laying of the connecting track between Gunnitz and the NVA object was started.

iii. Machine Stations for Track Construction.

Maintenance service of tracks which is centrally controlled by the Gleisbaumaschinenstation (machine stations for track construction) (GBS) subordinate to the Track Laying Department of the Reichsbahn, is criticizingly compared by experts with the complicated working methods of the motor transport station (MTS) of the agricultural sector.

3. Road Transportation

East Berlin motor vehicle services are controlled by the Traffic Department of the Municipal Council of Greater Berlin, and are organized as follows:

<u>Traffic Department</u>	<u>Subordinate Enterprises</u>
Motor vehicle freight traffic and freight turnover	VEB Güterkraftverkehr (motor vehicle traffic) Berlin
	VEB Deutsche Spedition (German shipping agency)
	VEB BEHALA Osthafen (Berliner Hafen- und Lagerhausbetrieb) (Berlin port and storing enterprise)
Passenger traffic	VER BVG (Berliner Verkehrs- gesellschaft) (Berlin traffic company)
	VER Taxi
	VER Weisse Flotte (White fleet)
Repairs	VER OLW (Omnibus- u. Last- wagenwerkstatt) (Bus and Truck repair shop) Treptow
	VER ARW (Autoreparaturwerk) (Car repair shop) Pankow
	VER ARW Lichtenberg
	VER KIB (Kraftfahrzeugin- standsetzungsbetrieb) (motor vehicle mainte- nance shops) Berlin- Central

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VEB Schnellreparaturen-Garagen
u.Tankstellen (fast repairs,
garages and filling stations)

Other sections

KVI (Kraftverkehrs-Inspektion)
(motor vehicle traffic
inspection) Berlin

KIV is responsible for the private sector of motor vehicle haulage and has been directed to accelerate nationalization of private motor vehicle enterprises which still control more than 40 percent of the total transportation capacity.

- b. Following the example of the "Heavy-Duty-Trucks of Good Deeds", the employees of motor vehicle enterprises have been forced into special obligations for loading the "Truck of Good Deeds" on the occasion of the 10th Anniversary of the GDR.

4. Inland Shipping.

North-South Canal

On 15 August 1959, the project of the North-South Canal was transmitted for decision to the State Planning Commission. The Deutsche Reichsbahn is the main opponent of the project, fearing that the available and planned railroad lines will no longer be used to capacity after the completion of the canal. Their objections will presumably be unsuccessful, since the canal is mainly to serve political objectives. Construction of the canal will presumably start in 1960.

IV. Poland.

1. Total Traffic.

During the first half of 1959, shipments conveyed by all public means of transportation included 152.6 million tons of goods, i.e. 9.1 percent more than in the first half of 1958, and 602.2 million persons, i.e. 4.5 percent more than in the first half of 1958.

2. Railroad Transportation.

a. Traffic Capacity.

During the first half of 1959, the Polish Railroads shipped a total of 122.2 million tons of freight and a total of 450.8 million passengers, i.e. 8.7 percent more and 1 percent less, respectively, than in the first half of 1958.

The railroad share thus took on 79.5 percent of the total freight traffic and 74.8 percent of the passenger traffic.

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b. Electrification.

The railroad section between Krakow and Nowa Huta has been electrified. The electrification of the Mydlniki - Batowice - Nowa Huta section is to be completed still in the third quarter of 1959. Mydlniki is located west of Krakow.

3. Civilian Air Transportation.

The State-owned Air Line "LOT" conveyed a total of 65400 passengers during the first half of 1959, i.e. 18.3 percent more than in the first half of 1958.

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